POLAND AIR CARGO TRADE PROFILE

ICAO - ECONOMIC DEVELOPMENT - 2025

US$41.9M

of goods leave Poland for markets outside the EU by plane every day

14.6%

1 in 7 by air

below the EU average (28.8%)

REAL GDP GROWTH

+3.7% ▲

change in real GDP, 2025 (IMF)

AIR TRADE DEFICIT

US$6.5B

air exports minus air imports, 2025

ONE KILO, AIR-FREIGHTED

US$157

net weight, exports

AIR EXPORTS 2025

US$15.3B

+18% in a single year, from US$13.0B in 2024

Machinery and mechanical appliances (HS 84)	45%
Electrical machinery and equipment (HS 85)	15%
Optical, medical and precision instruments (HS 90)	15%

MAIN PARTNERS

1 United States 2 Canada 3 China

AIR IMPORTS 2025

US$21.8B

+31% in a single year, from US$16.6B in 2024

Machinery and mechanical appliances (HS 84)	42%
Electrical machinery and equipment (HS 85)	25%
Optical, medical and precision instruments (HS 90)	7%

MAIN PARTNERS

1 United States 2 China 3 Taiwan

WHAT DROVE EXPORT GROWTH

Contribution to air export growth, percentage points

Machinery and mechanical appliances (HS 84)	+11.6%
Electrical machinery and equipment (HS 85)	+3.5%
Optical, medical and precision instruments (HS 90)	-1.6%
All other products	+4.1%

VALUE AND WEIGHT

Weight flown

+6.8%

91k → 97k tonnes

Value flown

+18%

US$13.0B → US$15.3B

HOW POLAND'S GOODS TRAVEL

EXPORTS*		IMPORTS	
Air	15%	Air	16%
Road	44%	Sea	57%
Sea	35%	Road	17%
Other	6%	Other	10%

KEY HIGHLIGHTS

- In 2025, Poland flew US$15.3B of goods to markets outside the EU (14.6% of its goods exports) and received US$21.8B by air.
- The United States is the main destination of air exports (35.5%), followed by Canada and China.
- Air export value rose 17.6% and net weight rose 6.8%; the average value per kilogram rose from US$143 to US$157, partly reflecting the mix of goods.

Sources: Eurostat Extra-EU trade by mode of transport (EU_X/EU_M, EU_ALL, weight workbooks); IMF IMTS and real GDP growth. Coverage: Extra-EU trade. Current US$; exports FOB, imports CIF.

*Air exports and the export air share exclude HS27 (inherited convention).

TEST EDITION. Figures rounded; shares may not sum to 100%. 2026-11-09, base_consolidada_v17_20261021, status ready_for_test_render.

POLAND AIR CARGO TRADE PROFILE METHODOLOGY AND DATA STATUS

DATA STATUS - 2025

Trade source	Eurostat Extra-EU trade by mode of transport (EU_X/EU_M, EU_ALL, weight workbooks)
Coverage	Extra-EU trade
Valuation	Exports: FOB. Imports: CIF. Current US$; same-year IMF average rates where conversion was needed.
Data layer and status	capas_eu_asean_20261020; readiness: ready_for_test_render.
Mode of transport	Exports: available. Imports: available.
Weight	net kg (customs)
Products	HS 2-digit chapters
Partners	Explicit code mappings to ISO3; unassigned or aggregate partners: 1.4% of air exports (kept in totals, not ranked).
IMF check (C1)	Exports +1.6% vs IMF (XG_FOB_USD), within 3%. Imports +3.2% vs IMF (MG_CIF_USD), OPEN - review before release.
GDP	IMF real GDP growth, user-supplied file (NGDP_RPCH); vintage as supplied.

METHODOLOGY BY BLOCK

Headline ribbon	Air export value per day for every State (the same fact everywhere): 2025 air exports / 365, same coverage as the air exports KPI.
Air share	100 x air exports / all-mode exports of the same flow, year, coverage and adjustment basis; also shown as a simple "k in n" fraction when within 1.6 points of one, otherwise "1 in N". EU and ASEAN averages are value-weighted over the group.
Air exports and imports	Sum of air records; growth = 100 x (2025 / 2024 - 1), shown only with a positive 2024 base.
One kilo, air-freighted	Air export value / matching air export weight (net kg from customs; Mexico, South Africa: calculated kg). Without customs weight the box shows ICAO Form B tonnes flown out on direct flights instead (no value per kg); growth hidden when over 25% of tonnes are in corridors reported in one year only.
Products and partners	Top 3 HS2 chapters (Canada: NAPCS) and top 3 partners by 2025 value; shares of the air total. Aggregates and unallocated partners stay in totals but are never ranked.
What drove growth	Contribution (pp) = 100 x (product 2025 - product 2024) / air exports 2024; top 3 plus all other products, summing to total growth.
Value and weight	Value growth and weight growth for the same records; value per kg changes also reflect product mix.
How goods travel	Mode shares of all-mode trade on the adjusted basis; Air plus the two largest other modes and Other (remaining modes).
GDP growth and balance	Real GDP growth (IMF supplied file); air trade balance = air exports - air imports (headline row).
Key highlights	Three rule-generated statements from the same record: air exports, air share and air imports; the main destination of air exports and its share; the 2025 change in value, weight and value per kg (which also reflects product mix).
Units and abbreviations	B = billion (US$1B = 1,000 million US dollars); M = million (US$1M = 1,000,000 US dollars); k = thousand (US$480k = 480 thousand US dollars); t = metric tonnes; k t / k tonnes = thousand tonnes; pp = percentage points; HS = Harmonized System chapter.

EXCLUSIONS, EXCEPTIONS AND NOTES

- HS27 (mineral fuels) removed from air exports and from the adjusted export denominator (inherited convention, not a verified aircraft-fuel classification): 2024: US$243,188; 2025: US$216,658.
- Eurostat extra-EU trade only (mode of transport is not recorded for intra-EU trade)
- Air weight by HS2 for the extra-EU total only (no partner weight)